

amendments in the Constitution are optional rather than mandatory.

Mr. GOHMERT. Well, God bless Justices Antonin Scalia, Clarence Thomas. I didn't hear Justice Thomas ask questions. He normally doesn't. It is extraordinary to spend time with Justice Thomas. You find out rather quickly just how really brilliant he is.

□ 1615

He didn't need affirmative action to get him into Yale Law School—or Harvard, as he was accepted to, but at the time thought was too conservative.

Justice Scalia took on the Government's position. The Government's attorney stood up and basically said if a corporation is for profit, no matter how religiously convicted the holders of that are, they have no right to religious beliefs. Scalia took him on and said there has never been a case.

With that, I yield back the balance of my time.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 1459, ENSURING PUBLIC INVOLVEMENT IN THE CREATION OF NATIONAL MONUMENTS ACT

Mr. BISHOP of Utah (during the Special Order of Mr. GOHMERT), from the Committee on Rules, submitted a privileged report (Rept. No. 113-385) on the resolution (H. Res. 524) providing for consideration of the bill (H.R. 1459) to ensure that the National Environmental Policy Act of 1969 applies to the declaration of national monuments, and for other purposes, and providing for consideration of motions to suspend the rules, which was referred to the House Calendar and ordered to be printed.

THE PRICE IS WRONG

The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2013, the gentlewoman from California (Ms. SPEIER) is recognized for 60 minutes as the designee of the minority leader.

Ms. SPEIER. Mr. Speaker, I thank you for the opportunity to address the House tonight on what is called the Defense Logistics Agency, something probably not many people have heard about. The DLA is like a big hardware store in the Department of Defense.

About 30 years ago, we heard horrific stories about wasteful spending of taxpayers' dollars being spent: \$436 on a hammer, \$7,600 on coffee makers, and \$640 for toilet seats. We all thought, Well, it has been taken care of. Well, not so fast.

I am showing you right now what is a plumbing elbow. At the local hardware store, this elbow sells for \$1.41. But the taxpayers of this country spent \$80 to a defense contractor that charged us that much money for this elbow.

How about a box of washers? At the local hardware store, we as individuals would pay something like \$1.22 for this box of washers. What did the taxpayers of this country pay a defense con-

tractor for a box of washers? How about \$196.50?

So that issue that was around some 30 years ago is still with us today. It is time for the House of Representatives and for the Armed Services Committee to hold a hearing on why it is that the Defense Logistics Agency, our hardware store that is responsible for putting together good pricing on spare parts, is being overturned and overlooked by defense contractors and persons within the Department of Defense who would rather go outside and pay triple, quadruple, 100 percent more, or 200 percent more.

We are going to play a game tonight on C-SPAN called "The Price Is Wrong," and see what we are talking about here. And if for 1 minute you think that we are talking about small potatoes, we are not talking about small potatoes. We are talking about a lot of money.

The Defense Department has so many excess spare parts, they have disposed of—thrown away—\$15 billion in excess parts and materials in just the last 3 years. There is about \$96 billion worth of spare parts inventory right now in the Defense hardware agency coffers.

So why would we ever go outside the internal hardware store to buy parts?

Well, some argue that it is faster or it is cheaper to go outside. Audits have revealed instances when the military had enough of certain parts that they would last 100 years—and they are still going outside of the Defense Logistics Agency. That is the equivalent of having spare parts that include horseshoes for a cavalry. If we were looking back in time today, that is 100 years of spare parts. The likelihood of these parts being used completely over 100 years is not so likely.

You might say, Well, maybe it is difficult for the Defense Department to figure out where their spare parts are and how much they are and how much they cost. Well, that is not correct. In fact, the Department of Defense has the resources and the databases to check the accuracy of these prices. The auditor found these overcharges by using the Department of Defense's own database. So this is no more than a click on a mouse to find out, one, whether the part is in stock and, two, how much it costs.

Well, let's start this game. The first game we are going to play is called "Flip Flop." It is a game where the numbers are scrambled.

I am going to start with the gate assembly in this picture here. This is what it looks like. It is a little bit larger than a quarter. Ramp gate roller assembly. It is used for the Chinook helicopters.

You can buy this at a local hardware store for about \$3.50, but because this is the military and we want the very best quality, the DLA sells this part for \$7.71.

So the question is, What did the Army pay for this gate assembly? Did they pay \$7.71 cents? No, they didn't pay that.

Did they pay \$77.01?

No, they didn't pay that either.

Did they pay \$771 for this little gate assembly part?

No.

For this ramp gate roller assembly they paid \$1,678.61.

That is obscene, and that shouldn't be happening in the Department of Defense or anywhere in the Federal Government. The taxpayers should not be ripped off in that manner.

In "The Price Is Wrong," taxpayers always lose because the Defense Department consistently pays too much, yet defense contractors consistently win.

So we are going to play the next game, which is "That's Too Much." See what happens again when the military thinks that they can get something faster and cheaper by not going to the Defense Logistics Agency, our in-house hardware store.

This is a bearing sleeve. Let's see what we paid for this. Did we pay \$6? That is what it would cost at our local defense hardware store. No, we didn't pay \$6.

Was \$86 too much to spend for that bearing sleeve?

No, \$86 wasn't too much.

How about \$286? Was that too much to pay?

No, that wasn't too much to pay either.

We paid \$2,286 for a bearing sleeve that cost \$6 at the Defense Department's Defense Logistics Agency.

So that is what we are dealing with here—a rip-off of the taxpayers.

The truth of the matter is that the Defense Department didn't just buy one of these bearing sleeves that we just bought one of here this evening. They bought 573 of these bearing sleeves—not for \$6, not for \$86, but for \$2,286. And let me do the math for you. That is \$1.3 million in overpayments for just these 573 bearing sleeves.

Next, we are going to talk about a spur gear for the Chinook helicopter. This is what it looks like. It is this tiny little thing smaller than a quarter. This is what is used in Chinook helicopters. We have lots of them in the DLA. But, again, they didn't want to go to the DLA, our hardware store, to actually purchase this.

They would have paid \$12.51 if they had gone to the hardware store within the Department. No, they didn't want to do that.

So was \$125 too much to pay for that spur gear?

No, that wasn't too much.

In fact, they were willing to pay \$644.75 for this little rubberized spur gear. It was 34 times the fair and reasonable price.

So, again, why are we doing something like this? Why are we allowing the taxpayer dollars to be flushed down the toilet by not paying what is the normal price for these spare parts?

The last part is a flush door ring. Look at this. This is a pen next to it so